

MEMOS. FOR TO-MORROW.
Shipping.

4 p.m.—Cables leaves for Batavia, &c.
Auctions.
 2 p.m.—Auction of Sundries at Victoria
 Exchange.
General Memoranda.

Claims against the *Celtic* *Abdullah* must be sent in to Messrs. Tansell & Co., on or before that date.

Goods per *Lydia* undelivered after that date subject to rent.

MONDAY, August 25 —

8 a.m. Meeting of Shareholders of the Hongkong and Shanghai Banking Corporation in the City Hall.

Goods per *Lydia* fully undelivered after this date subject to rent.

TUESDAY, September 30 —

Statement of Business to the Hongkong and Whampoa Dock Co., Ltd., to be sent in before this date.

WEDNESDAY, October 31 —

Statement of Contributions to the Hongkong Fire Insurance Co., Ltd., to be sent in before this date.

THE
HONGKONG DISPENSARY
Established A.D. 1841.

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS

DRUGGISTS' SUPPLIES, NURSERY RE-
QUISITES, TOILET REQUISITES, ENGLISH,
AMERICAN, AND FRENCH PATENT
MEDICINES.
MANUFACTURERS

Soda Water, Lemonade, Tonic Water,
Gingerade, Potass Water, Sarsaparil
Water, and other Aerated Waters.
The Manufactory is under direct
continuous European Supervision.

SUN AND TIDE TABLE FOR HONGKONG.		
AUGUST.		
	HIGH WATER.	SUN.

Month.	L. M.	H. M.	H. M.	H.
21	8.52	10.16	5.41	6.21
22	9.33	10.44	5.41	6.31
23	10.11	11.10	5.41	6.41
24	10.45	11.35	5.42	6.51
25	11.17	—	5.42	7.01
26	—	—	5.42	7.11

mine, later than at Hongkong; at
Barrier: 3 hrs. 15 mins.; at the
Flats: 2 hrs. 30 mins.; at Sham
3 hrs. 45 mins.

BIRTH.

DEATH.
At No. 22, Caine Road, on the
Instant, **ISABELLA**, the beloved Wife
of **Robert MacMillan**, of the Hongkong
Whampoa Dock Company.

The publication of this issue commences at 7.25 p.m.

The China Mail.

Now that 'The Hongkong and C
Tramways Company, Limited
been fairly launched, we assume
within at most the next twelve m
we shall have steam tramcars trave

can, we imagine, be little doubt of the success, in a financial point of view, of the undertaking. The prospect of the Company seems to us to keep within the bounds of undeniable when it states that Victoria is

to its congregation, and the city
of its principal roadways along
the trams will run, and the
traffic from East to West and
West to East. There is, we
say, no other town in existence
where this form of transportation
is better adapted than in
this city.

of tramcars. Hongkong may be roughly described as a collection of houses running along the water side for three or four miles, and in no way attaining any considerable breadth. The importance of facilities for trans-

a city—a city ~~also~~ entirely new
business—is too obvious to need fur-
ther elucidation. It would also be difficult
to find another main roadway with
easier gradients than those of
Queen's Road and the Praya at
Point.

we have heard urged against the taking is the narrowness of the road along which the trams will run. I doubt if this roadway were wide places than it is it would be adapted for tramcars. Anyone,

in old cities in other parts of the world. He knows very well that the tramways of Hongkong can be run very successfully in narrow gauge, and more crowded thoroughfares than those of Hongkong. Take Sydney for example. Sydney is a town not

crowded not only with pedestrians
with vehicular traffic. Horses
vehicles, we need hardly say, are
most serious obstacles in the way
smooth and safe working of tra-
the horses sometimes taking fri-

occupying much space, but their
sometimes coming to grief on the

run before houses inhabited by Europeans." The promoters say in their prospectus that the "engines will be constructed according to the Board of Trade regulations, and will in no way be a nuisance, being almost smokeless, and having no machinery, smoke or sparks visible. Any one who has had experience of smokeless engines will find in the streets of London, the cars, or on the underground railways, will incline to question the remark that they 'will in no way be a nuisance.' Get outside a tramcar, drawn by smokeless and noiseless engine, and the wind is coming from the engine yourself, and not only will a good deal be necessary, after half an hour's journey, but the conclusion of the senger will be that the sulphurous or other smells are decidedly more pungent than 'agreeable.' Those Europeans habitating the upper floors in Queen's Road will not, we fear, consider tramways an unmitigated blessing. Children are invariably the first to object to the atmosphere, and adults are not far behind them. Indeed, have beneficial effects disinfanting. It is a pity that electric or compressed air engines had

[illegible]

TELEGRAMS.

CHOLERA IN FRANCE AND ITALY.

LONDON, 11th August.

Cholera is increasing in Toulon and spreading in Italy.

LOCAL AND GENERAL

PASSED CANAL.—*Agreement*, July 21.

The next **FRENCH MAIL**, per the **France**, of the **Compagnie Generale Transatlantique**, Co.'s **S. S. Anadyr**, passed Onondaga on Tuesday, the 19th inst., at 3.30 p.m., and may be expected on or about Friday afternoon, the instant.

The next **AMERICAN MAIL**, per the **Albatross**, of the **United States Mail**, will pass Onondaga on Wednesday, the 20th inst., at 11.30 a.m., and may be expected on or about Friday afternoon, the instant.

The S. S. *Antenor*, left Singapore on the 16th instant for this port. She may therefore be expected to arrive here on or about September 22nd inst.

The S. S. *Alenora* left Singapore for this port on the 17th inst.

The S. S. *Strathleven*, from Glasgow

The S. S. *Meru* left Port Darwin
10th inst. for this port.
The S. S. *Agfa* left Sydney for this port
the 18th August.

Door Moves:—
The S.S. *Chiquet* want to Ab
Dock to day
The S.S. *Agfa* want to Kowloon
to day.

on again for consideration to-morrow noon, at eleven o'clock.

Messrs Adamson, Bell & Co. inform that the S. S. *Southleece*, from Glasgow, sailed from Singapore yesterday afternoon.

We acknowledge receipt of the 'Times' of the 10th inst.

but
 and
 the
 the
 cars,
 at
 only
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 ledge

dition; its historical, theoretical and
 nular aspects. The work will be re-
 later on.

An article from the *N. A. Daily*
 demolishing Sir Edmund Hornby's
 story, published in the *Nineteenth C*
 will be found on our fourth page.

Vessels Advertised as Loading.				
Destination.	Vessels.	Captain.	Agents.	Date of Leaving.
Batavia, &c., via Saigon.	Celebes (s)		Jardine, Matheson & Co.	August 21, at 4 p.m.
Bombay, via Straits.	Bangalore (s)		P. & O. S. N. Co.	August 20, at 3 p.m.
Cape Town, &c., via Singapore.	Kennett (s)	Sanderson	Douglas Laiprak & Co.	About August 20.
London, via Suez Canal.	Leertes (s)	Seale.	Butterfield & Swire.	August 23.
London, via Suez Canal.	Glinflas (s)	Jacobs.	Jardine, Matheson & Co.	About August 27.
London, &c., via Ruez Canal.	Olydo (s)	Edmond.	P. & O. S. N. Co.	August 28, at 4 p.m.
London, via Suez Canal.	Glamroy (s)		Jardine, Matheson & Co.	About September
London, &c., via Saigon.	Natal (s)	Poydnok.	Messageries Maritimes.	August 21, at noon.
Newcastle, &c., via Singapore.	Ocean (s)	Brown.	Adams, Ball & Co.	August 22.
New York, via Suez Canal.	Principia (s)	Kerrish.	Russell & Co.	quick despatch.
New York.	Southera Cross.	Bailey.	Russell & Co.	quick despatch.
San Francisco, via Yokohama.	San Pablo (s)		O. & A. S. Co.	About August 23.
San Francisco, via Yokohama.	City of Peking (s)		P. & O. Mail S. Co.	Sept. 8, at 3 p.m.
San Francisco.	Yong He.		Russell & Co.	quick despatch.
Shanghai.	Glencla (s)	Hogg.	Jardine, Matheson & Co.	About August 25.
Swatow, Amoy and Foochow.	Andrty (s)	de la Marcell.	Messageries Maritimes.	quick despatch.
Sydney and Melbourne.	Douglas (s)	S. Aiston.	Douglas Laiprak & Co.	August 22, at noon.
Tientsin and Hongkong.	Woonong (s)	Huni.	Butterfield & Swire.	August 25.
Trieste, &c.	Berenice (s)	G. B. Verons.	Meibers & Co.	About Aug. 28, at noon.
Victoria (British Columbia).	Wildwood.		Russell & Co.	quick despatch.
Yokohama.	Volga (s)	Lafont.	Messageries Maritimes.	quick despatch.
Yokohama and Hongkong.	Don Tully (s)	Young.	Arnhold, Karberg & Co.	About Aug. 22, at noon.
Yokohama and Hongkong.	Lydia (s)	Thyssen.	Siemsen & Co.	quick despatch.

SHARE LIST—QUOTATIONS.										DECEMBER 20, 1917.
Stocks.	No. of Shares.	Value.	Paid up.	POSITION PER SHARE.	LAST REPORT.	When account.	Closing Quotations.	Cash.		
BANKS.										
Hongkong and Shanghai Bank Corporation....	40,000	\$	125	\$	125	\$4,063,361.66	\$	57,445.23	127 1/2 prem. = \$238 1/2	
INSURANCE.										
North China Insurance Company, Limited.....	1,000	\$	200	\$	50	First year	...	The 280 per share		
Yangtze Insurance Company, Limited.....	8,000	\$	25	\$	25	50,000	...	150	business	
Union Insurance Society Company, Limited....	2,000	\$	1,250	\$	125	500,000	...	\$576,391.99		
China Traders' Insurance Company, Limited....	24,000	\$	83.33	\$	25	600,000	...	107,411.63	ex dividend	
Canton Insurance Office Company, Limited....	10,000	\$	250	\$	50	55,000	...	85		
Chinese Insurance Company, Limited.....	1,500	\$	1,000	\$	200	28,711.50	...	Credit balance		
Hongkong Fire Insurance Co., Limited.....	8,000	\$	250	\$	50	885,000	...	235,231.00	\$340 per share	
China Fire Insurance Company, Limited....	20,000	\$	100	\$	20	516,078	...	189,078.34	sellers	
STEAM COMPANIES.										
H.K. C. and M. Steamboat Co., Limited.....	8,000	\$	100	\$	75	315,000	...	53,691.80	\$15	
Indo-China S. N. Co., Lt. 60,000 shs. issued	18,387 1/2	\$	10	\$	10	...	...	25	discount
China and Manila S. S. Company, Limited....	3,500	\$	100	\$	...	...	...	25	discount
MISCELLANEOUS.										
Hongkong & Whampoa Dock Co., Limited....	2,000	\$	125	\$	100	18,000	...	4,351.58	58 prem. = \$107.50	
H.K. and China Gas Company, Limited....	1,000	\$	900	\$	15	10	...	85	per share	
New Stars.....	2,000	\$	100	\$	10	8,552.17	...	...
Hongkong Hotel Co., Lt., 3,000 shs. issued	1,000	\$	50	\$	...	...	...	8145	
China Sugar Company, Limited.....	9,000	\$	100	\$	100	...	...	6,329.70	\$115
Hongkong Ice Company, Limited.....	1,200	\$	100	\$	100	24,250	...	543.53	\$140	
Hongkong Battery Company, Limited.....	5,000	\$	50	\$	50	6,000	...	866.32	buyers	
Luzon Sugar Company, Limited.....	7,000	\$	100	\$	100	...	...	4,000.65	\$83
Pearl & Sons Mining & Smelting Co., Limited.	5,000	\$	50	\$	...	...	...	First year	\$90
Sole agents Tin Mining Co., Lt. of Shanghai.	2,500	\$	100	\$	...	...	...	do.	\$25
Hongkong Rope Manufacturing Co., Limited.	3,000	\$	50	\$	...	...	...	do.	\$90
LOANS.										
Chinese Imperial 1874.....	6,276 1/2	\$	100	\$	...	...	...	June 30 Dec. 31	
" " " 1877.....	16,040 1/2	\$	100	\$	...	...	...	Feb. 28 Ag. 31	
" " " 1878.....	3,899 1/2	\$	500	\$	...	...	...	April & October	
" " " 1881.....	8,558 1/2	\$	500	\$	...	...	...	June 16 & Dec. 10	par.
Sugar Debentures, 1880.....	500	\$	500	\$	...	...	...	June & Dec. 10	2 1/2 prem.

will be closed as follows:—

2.15 P.M. Registry ceases.

2.30 P.M. Post Office closes, but Co-
munications may be posted on board
Packet with Late Fee of 10 cents until
Postage until the time of departure.

—

HOURS OF CLOSING

THE FRENCH MAIL.

The following hours are observed in the
Mails, &c., by the French Consulate.

*Days before departure (on Saturday if the
departure be on Monday).—*

7 A.M.—Money Order Office closes.
Post Office closes, except for
Money Box, which is also
open until of Office hours.

Day of departure.

7 A.M.—Post Office opens.

10 A.M.—Registry of Letters or
Cards closes.
Posting of all printed
and patterns ceases.

11 A.M.—Mails closed, except for
Late Fee of 10 cents until departure.

11.10 A.M.—Letters may be posted
Late Fee of 10 cents until

11.30 A.M.—When the Post Office
entirely.

Fee of 10 cents until its departure.	
Quotations.	
HONGKONG, August 20.	
OPIMUM	New Patna, cash... 587
"	Old " cash... 582
"	New Benares, cash... 570
"	Old " cash... 564
"	New Malwa, credit... 550
"	Allowance, Teak... 00
"	Old Malwa, credit... 570
"	Allowance, Teak... 00
Exchange.	
Bank Wire,	3/64
" Demand,	3/64
" 30 days' sight,	5/64
" 4 months' sight,	5/64
Credit,	2/64
Documentary 4 months' sight,	3/64
India Wire,	227
" demand,	227 1/2
Shanghai, demand,	72 1/2
" 30 days' sight, private	73
Gold Leaf 88y line	\$27.5
Sovereigns	\$5.41
Temperature.	
(Taken at Messrs Falconer & Co.'s Firm, Queen's Road.)	
HONGKONG, August 20.	
BAROMETER	9 A.M. ... 29.98
"	1 P.M. ... 29.01
"	4 P.M. ... 29.86
THERMOMETER	9 A.M. ... 84
"	1 P.M. ... 87
"	4 P.M. ... 88
"	(Wet bulb) 9 A.M. 78
"	Do. 1 P.M. 80
"	Do. 4 P.M. 83
"	Maximum 88
"	Minimum over night 82

The China Mail.

HONGKONG, WEDNESDAY, AUGUST 20.

Now that 'The Hongkong and China Steam Navigation Company, Limited' have been fairly launched, we assume within at most the next twelve months we shall have steam trawlers trawling Hongkong from end to end. 'The Company,' we imagine, be little doubtful of the success, in a financial point of view, of the undertaking. It is to be hoped the Company seems to be to keep within the bounds of undeniability when it states that Victoria is favourably adapted for trawling, due to its geographical position, the easy grade of its principal roadways along which the trawls will run, and the large traffic from East to West and West to East. There is, we say, no other town in existence whose configuration is better adapted to

of trams. Hongkong may, in
be roughly described as a collection
houses running along the water's edge
three or four miles, and in no
attaining any considerable breadth.
The importance of facilities for traf-
ficking from one end to the other of
a city—a city also entirely de-
pendent on the sea for its business—is too obvious to need in-
elucidation. It would also be un-
wise to find another main roadway
easier gradients than those of
Queen's Road and the Praya at
Point.

The only objection of any impor-
tance we have heard urged against the
taking is the narrowness of the road
along which the trams will run. We
doubt this roadway were wide
places than it is it would be
adapted for trams. Anyone,
ever, who has seen tramways
in old cities in other parts of the
knows very well that the trams
be run very successfully in narrow
and more crowded thoroughfares
those of Hongkong. Take Sydney
example. Sydney is a town not
for its narrow streets and its steep
gradients. Its thoroughfares are
crowded not only with pedestrian
with vehicular traffic. Horses
vehicles, we need hardly say, at
most serious obstacles in the way
smooth and safe working of the
the horses sometimes taking fire
the engines, and the vehicles not
occupying much space, but there
sometimes coming to grief on the

0.02

SIR EDMUND HORNBY'S
GHOST STORY.

(N.C. D. News)

Sir Edmund Hornby's ghostly vision of which he was the subject on the night of January 10th, 1876, in Shanghai, has a very special interest for us here. Nothing could be more impressively plain and unadorned; and Sir Edmund, who as a lawyer may be supposed to know the difference between good evidence and bad, is clearly convinced that the statement makes is supported in the very strongest manner. Nor does it come within our province to question the accuracy of the principal details given of Sir Edmund's own experience—the experience, that is, of lying in bed, hearing a knock at the door, seeing Mr. Lang enter the room, ordering him out, and eventually seeing him in the middle of the previous night! Had the Carrier been published in the morning there might have been some fear of possibility that Mr. Lang, suffering under disease, and in a morbid state of mind, might have been gotten himself up to go and see Sir Edmund's house and see the ghost in the extraordinary manner attributed to him. But there was not the slightest reason for hurry; and taking into consideration the statement of the servant that the house was properly locked up, and that one door was actually left open, and the hypothesis that the figure seen and conversed with by the Judge was that of Lang himself. Secondly, there was not such a person as Lady Hornby in existence at the time in question. Sir Edmund's second wife died on the 13th December, 1873, and Sir Edmund did not marry again till the 25th April, 1875—just three months after his extraordinary vision. What the Judge can mean by deliberately making such a statement as that, and adding that it is "confirmed by Lady Hornby, is to us a most profound mystery. Thirdly, Sir Edmund speaks of the inquest on the body, and refers to what took place. Well, there was no inquest held. Fourthly, the Judge tells the story the same day, was not in Shanghai at all, but in Japan. Fifthly, no judgment was given by Sir Edmund for about ten days after Mr. Lang's death. Sixthly, the same fact disproves Sir Edmund's statement about his wife being asleep during the vision, as he is held to have confirmed the story the same day at the inquest, namely, that Sir Edmund was at that time witness. And yet Sir Edmund has been unaccountable calumnies to say that he is a man of no imagination, and that the account of Lang's death, as given by Sir Edmund Hornby, is inaccurate in more than one important detail. Sir Edmund, quoting the Clerk of the Court who told him of the editor's sudden death, writes, "It appears at its place in the paper. Now why, we may ask, did the editor of an evening paper, who has been working hard all day, begin to work again at ten o'clock at night? The statement is incorrect; Mr. Lang was not at home at ten." His wife went up to twelve to ask him if he would be ready for bed, and he said, "I have only the Judge's judgment to get ready, and then I am finished." As he did not come, she went again, about a quarter to one, to his room, and peeped in, and thought she saw him writing, but she did not disturb him. At half-past one she again went to him. At last, she said to him at the door, "As he did not answer, she thought he had fallen asleep, so she went up to arouse him. To her horror he was dead. On the floor was his notebook. She put for the doctor, who arrived a little after two, and said it had been dead about an hour." The note-book contained the usual heading "In the Supreme Court, before the Chief Judge, and so on, followed by the words, "The Chief Judge gave judgment this morning to the following effect:—and then followed a few lines of illegible shorthand. Now a few lines of illegible shorthand is a very wonderful story. The intended implication is either that, while Mr. Lang was in the act of dying, his spirit was projected before the perception of the Judge, and that the fingers of his body, which in the Recorder's hand, actually took down the judgment from dictation going on in a house upon the French Bank; or else, that he died in the middle of an unsuccessful attempt to recall the judgment, and his spirit, unconsciously of his release, thereon lay off to Sir Edmund's bedroom to get an authentic version. But unfortunately for these and similar fanciful theories, the fact is that Mr. Lang was not dead when Sir Edmund believes he saw him; he was then alive and well, and did not die till between eight and nine o'clock on the same morning. Mr. Lang had attended a Temperance Committee meeting the night before, and had left about half-past ten in good health and excellent spirits. What happened during the next few hours we do not know; but we may feel pretty sure that he had not paid a nocturnal visit to Sir Edmund's bedroom. He slept at home, was shortly before eight, and visited his office to arrange some "matter" for that day's paper. He then returned to his room to dress, and a few minutes afterwards was found dead upon the floor. It is a pity that Sir Edmund should have been misinformed as to this very important point, as the authors of the article in the *Nineteenth Century*, to whom he communicated the story, are likely to have been misled by the alleged coincidence between the time of Mr. Lang's death and the time of his vision entering the Judge's bedroom. Still, even allowing for this discrepancy, and the utterly implausible misstatements made by Sir Edmund respecting his wife, who did not exist, and the inquest, which was never held, and the judgment, of which we can find no trace, the actual dream is exceedingly mysterious, and it is satisfactory to see that the scientific method is being applied to the examination of this sort of evidence, and that the scientific method is being applied to the examination of this sort of evidence.

NOW READY.

PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW.

By K. H. PARKER.

Can be obtained from: KELLY & WALSH at Shanghai and Hongkong; at LINT, CHAMBERS & CO, Hongkong, and at the Chinese Mail Office.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUÉZ,
PORT SAÏD,
MEDITERRANEAN AND BLACK
SEA PORTS,
NAPLES, MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO
LONDON AND ANTWERP.

ON THURSDAY, the 21st August, 1884, at Noon, the Company's S.S. NATAL, Commandant Poynter, with MAILS, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon of 20th August, 1884.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 20th August, 1884. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

N.B.—This Steamer takes Cargo and Passengers for MARSEILLES.

A. MOLVER, Superintendent.

Hongkong, August 18, 1884. 1332

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on FRIDAY, the 8th September, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Passenger Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 25% will be made from Return Fare.

Passage Tickets available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. on the 10th Sept. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER, Agent.

Hongkong, August 18, 1884. 1390

TO LET.

TO LET, FURNISHED, No. 10, SEYMOUR TERRACE.

Apply to MANAGER, China Mail Office.

Hongkong, April 15, 1884. 056

TO BE LET.

N. O. C. UPPER MOSQUE TERRACE.

Apply to DOUGLAS LAPIRAK & Co.

Hongkong, April 5, 1884. 606

G. O. DOWNS & CO. LET.

PRATA BART AND WANCHAI ROAD.

For Particulars, apply to SIEMSEN & Co.

Hongkong, April 26, 1884. 767

TO LET.

THE PREMISES IN MARINE HOUSE, QUEEN'S ROAD, now occupied by the "Novelty Store."

Apply to HONGKONG DISPENSARY.

Hongkong, July 14, 1884. 1169

TO LET.

N. O. 26A, PRATA BART, QUEEN'S ROAD, No. 4, 7, and 8, SEYMOUR TERRACE, No. 7, GARDEN ROAD (known as "HARPERVILLE").

Apply to DAVID SASSOON, SONS & Co.

Hongkong, August 7, 1884. 1317

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUÉZ, PORT SAÏD,
MALTA, GIBRALTAR,
BRINDISI, TRIESTE, VENICE,
AND LONDON.

ALSO
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERMAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship CLYDE, Captain EDWARDS, R.N.R., with Her Majesty's Mails, will be despatched from this Port for LONDON direct via SUÉZ CANAL and usual Ports of Call, on THURSDAY, the 29th August, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

For further Particulars, regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

N.B.—This Steamer takes Cargo and Passengers for MARSEILLES.

A. MOLVER, Superintendent.

Hongkong, August 18, 1884. 1387

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on FRIDAY, the 8th September, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Passenger Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 25% will be made from Return Fare.

Passage Tickets available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. on the 10th Sept. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Offices addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER, Agent.

Hongkong, August 18, 1884. 1390

TO LET.

TO LET, FURNISHED, No. 10, SEYMOUR TERRACE.

Apply to MANAGER, China Mail Office.

Hongkong, April 15, 1884. 056

TO BE LET.

N. O. C. UPPER MOSQUE TERRACE.

Apply to DOUGLAS LAPIRAK & Co.

Hongkong, April 5, 1884. 606

G. O. DOWNS & CO. LET.

PRATA BART AND WANCHAI ROAD.

For Particulars, apply to SIEMSEN & Co.

Hongkong, April 26, 1884. 767

TO LET.

THE PREMISES IN MARINE HOUSE, QUEEN'S ROAD, now occupied by the "Novelty Store."

Apply to HONGKONG DISPENSARY.

Hongkong, July 14, 1884. 1169

TO LET.

N. O. 26A, PRATA BART, QUEEN'S ROAD, No. 4, 7, and 8, SEYMOUR TERRACE, No. 7, GARDEN ROAD (known as "HARPERVILLE").

Apply to DAVID SASSOON, SONS & Co.

Hongkong, August 7, 1884. 1317

TO LET.

THE PREMISES NOW occupied by the "Novelty Store," in QUEEN'S ROAD CENTRAL.

For further Particulars apply to Messrs. BURNELL & Co.

Apply to GEO. R. STEVENS & Co.

Hongkong, August 1, 1884. 225

TO LET.

GREENMOUNT, BONHAR ROAD, from the 1st of September, 1884.

Apply to GILMAN & Co.

Hongkong, July 21, 1884. 1204

Intimations.

D. K. GRIFFITH & Co.
MANUFACTURERS OF THE LONDON
GERATED WATERS.

HAVE REMOVED FROM THE DRAGONHEAD
ASIDE to larger Premises
1, DUDDELL STREET.

Where they continue to Supply:
SODA WATER, LEMONADE,
TOMIC, GINGER-BREAD,
SWEETENED, RAISIN-BREAD,
SARSAPARILLA, &c., &c., &c.

At the same Moderate Charges.
D. K. GRIFFITH,
Proprietor.

Hongkong, July 28, 1884. 1246

HOTEL DE L'UNIVERS,
WYNDHAM STREET, HONGKONG.

THE Underigned begs to notify the
Public of Hongkong and the Coast
Ports that he will RE-OPEN
THE HOTEL DE L'UNIVERS
on the 1st March.

The whole of the ROOMS have been
Newly Furnished throughout, and there
are ROOMS suitable for either MARIED
Couples or Single Persons.

The TABLE will be supplied with the
BEST the market can provide.

The WINES and LIQUORS supplied,
both at the Bar and Table will be of the
VERY BEST BRANDS.

Guests desirous of taking Meals,
such as TEFINS and DINNERS, can
have ALL REQUISITE information by
applying to

GEORGE STAINFIELD,
Proprietor.

Hongkong, February 28, 1884. 368

"SULPHOLINE LOTION."

External Means of Curing SKIN
DISEASES. There is scarcely any
eruption but will yield to "Sulpholine" in a
few days, and commence to fade away, even
if it seems past cure. Ordinary pimples,
redness, blotches, scurf, roughness, vanish
as if by magic; whilst old, enduring skin
diseases, have the clearest of the skin
restored, however deeply rooted they may
be. "Sulpholine" will successfully attack
them. It destroys the micro-organisms which
cause these unsightly, irritable, painful
affections, and always produces a clear,
healthy, natural complexion. It does not
"Sulpholine" Lotion is sold by most Chemists.
Bottle, 2s. 6d. Made only by J.
PEPPER & Co., London.

DR. KING'S DANDELION & QUININE
LIVER PILLS (without Mercury).
THE BEST REMEDY FOR BILIOUS-
NESS, STOMACH AFFECTIONS,
HEADACHES, PAIN IN THE
SHOULDERS, BAD APPETITE, INDIGESTION,
ACIDITY, HEADACHE,
HEARTBURN, and all other symptoms of
disordered liver and dyspepsia. Acknowledged
by many eminent surgeons to be the
safest and mildest pills for every constitutional
disease. In boxes of 1s. 1/2, 2s. 6d., and
4s. 6d. Sold by Chemists throughout the world.

PEPPER'S QUININE & IRON TONIC
DOSES and develops the nervous energy,
gives, enriches the blood, promotes
appetite, dispels languor and depression, and
restores the system. It is a specific
for dyspepsia, indigestion, fevers,
chest affections, and in wasting diseases,
scrofulous tendencies, &c. The whole
frame is greatly invigorated by Pepper's
Tonic, the mental faculties brightened, the
constitution greatly strengthened, and a
return to robust health, and all other
diseases, &c. Sold by Chemists every-
where. Made only by J. PEPPER & Co.,
London.

TARAXACUM & PODOPHYLLIN.
THIS fluid combination, extracted from
medicinal roots, is now used instead
of blue pill and calomel for the cure of
dyspepsia, biliousness, and all symptoms of
disturbance of the liver, which are generally
pain beneath the shoulders, headache,
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